

Frank Wisner as his personal envoy to the Russians on this issue. Ambassador Wisner has made several trips to Russia seeking a crackdown on exports of sensitive technology and has scheduled another visit in several weeks.

I am hopeful this legislation will help the administration in its efforts to impress upon the Russians just how seriously the U.S. Congress takes this issue. Diplomacy clearly plays a critical role in these situations, but so does the tough approach laid out in this bill. The sanctions it provides will send a clear message to Russian entities involved in these technology exchanges that they will face heavy costs if they choose to proceed with business as usual.

The Senate version of the bill is not without its problems, however. Specifically, the bill does not include a provision allowing the President to waive the bill's sanctions if he finds it necessary to do so on national security grounds. The House version of the legislation does include a waiver, and I am hopeful that any final bill will include one. The President needs this discretion in dealing with this extremely difficult situation.

Mr. President, I look forward to continuing to work with the administration and Members on both sides of the aisle to address this critical threat. It is imperative that we all work together in an effort to prevent Iran from acquiring such dangerous and destabilizing technology.

#### THE VERY BAD DEBT BOXSCORE

Mr. HELMS. Mr. President, at the close of business yesterday, Monday, October 27, 1997, the Federal debt stood at \$5,427,907,147,573.22 (Five trillion, four hundred twenty-seven billion, nine hundred seven million, one hundred forty-seven thousand, five hundred seventy-three dollars and twenty-two cents).

Five years ago, October 27, 1992, the Federal debt stood at \$4,064,077,000,000 (Four trillion, sixty-four billion, seven hundred million).

Ten years ago, October 27, 1987, the Federal debt stood at \$2,385,921,000,000 (Two trillion, three hundred eighty-five billion, nine hundred twenty-one million).

Fifteen years ago, October 27, 1982, the Federal debt stood at \$1,141,248,000,000 (One trillion, one hundred forty-one billion, two hundred forty-eight million).

Twenty-five years ago, October 27, 1972, the Federal debt stood at \$439,190,000,000 (Four hundred thirty-nine billion, one hundred ninety million) which reflects a debt increase of nearly \$5 trillion—\$4,988,717,147,573.22 (Four trillion, nine hundred eighty-eight billion, seven hundred seventeen million, one hundred forty-seven thousand, five hundred seventy-three dollars and twenty-two cents) during the past 25 years.

The PRESIDING OFFICER. The Senator from West Virginia is recognized.

Mr. BYRD. Mr. President, what is the pending business before the Senate?

The PRESIDING OFFICER. The Senate is in a period of morning business.

Mr. BYRD. At the conclusion of the period for morning business, what would be the business before the Senate?

The PRESIDING OFFICER. The regular order would be the laying down of S. 1173, the ISTEAA-II bill.

Mr. BYRD. The ISTEAA bill?

The PRESIDING OFFICER. That is correct.

Mr. BYRD. The ISTEAA bill. Mr. President, I have a feeling that the leader is probably not prepared to go back on that bill at the moment, so I will ask unanimous consent that I may proceed for such time as I may consume out of order.

The PRESIDING OFFICER (Mr. THOMAS). Without objection, it is so ordered.

#### INTERMODAL SURFACE TRANSPORTATION EFFICIENCY ACT

Mr. BYRD. Mr. President, I take the floor at this time for several reasons, one being that the Senate would be on the ISTEAA bill if the regular order were called for at this point. No other legislation is before the Senate. Consequently, I feel it is appropriate to be talking about the ISTEAA bill.

Second, three of my colleagues, Senators GRAMM of Texas, BAUCUS, and WARNER, and I have introduced an amendment to the ISTEAA bill and we have explained that amendment and discussed it upon more than one occasion. As we have explained, our amendment provides that 90 percent of the funding will be distributed on the same basis as in the ISTEAA bill before us, and that 10 percent would be allotted for discretionary as is the case in the ISTEAA bill before us. In the amendment, which I have cosponsored with the other three Senators, I have provided that in the 10 percent discretionary portion, \$2.2 billion would be allotted to the Appalachian regional highways—\$2.2 billion of the \$3.1 billion in discretionary funding. The overall amount of funds that would be provided by our amendment would be \$31 billion.

The basis of our amendment is that inasmuch as the 4.3-cent gas tax has been ordered by the Senate to go into the trust fund as of October 1 this year, that money should be spent for transportation purposes.

The American people, being under that impression, and having every right to be under that impression because of the legislation that was passed recently stating that the 4.3-cent gas tax would go into the highway trust fund, that would be broken down as follows: 3.45 cents for highway funding and 0.85 percent would be for mass transit.

There is a considerable amount of confusion, some of which I think has been deliberately spread, some of

which may be accidental. There is some misinformation that has been spread about the amendment that my three colleagues and I have sponsored. So I believe at this time, there should be some discussion so as to clarify our amendment, what it really will do, what it will not do, and also it is my opinion that we should understand what the Chafee-Domenici amendment will do and what it will not do.

My colleagues who are cosponsoring my amendment and I have taken the floor on at least two occasions to describe our amendment. And most recently, during the time of the last discussion of my amendment, Mr. CHAFEE presented me with a copy of the Chafee-Domenici amendment.

However, I haven't heard any explanation of that amendment as yet. I think we ought to have an explanation before we act on the bill, one way or another, and certainly before sine die adjournment. I hope that we will get a 6-year highway bill, but with each passing day, the prospects of such are by that degree diminished.

But in any event, I would want Senators to have a better understanding of my amendment and certainly the amendment by Senators CHAFEE and DOMENICI before we go out or before we leave this subject entirely.

I have called for Mr. CHAFEE and Mr. DOMENICI. I wasn't able to contact Senator DOMENICI, but I was able to contact Senator CHAFEE. I wanted to let them know that I hoped we could use this time, when no other Senator is seeking recognition, to discuss this matter and particularly to have some explanation of the Chafee-Domenici amendment.

Mr. CHAFEE was in the Intelligence Committee at the time and was busy there, but he very kindly came to the floor and has indicated to me—he is here on the floor now and he can speak for himself—that on tomorrow, he will seek some time to discuss and explain the amendment that he and Mr. DOMENICI have offered.

At this time then, Mr. President, I want to say a few words about the Appalachian Regional Highway System, because that figures very importantly in the amendment which I have offered for printing, and I think that the Members of the Senate ought to have a better understanding of the background of that particular subject matter. I also want to direct some comments to today's edition of Congress Daily to an item therein which bears the headline: "DOT Study, Domenici-Chafee Letter Hit Gramm-Byrd Plan."

There are some inaccuracies in that article, and I hope to address some of my remarks to those inaccuracies. I also would be pleased if the other three cosponsors of our amendment could come to the floor and, likewise, make some remarks.

All three offices have been alerted, and it is my understanding that those Senators will come at such times as they can be free from other appointments. I apologize for, in a way, for